



Last Revised: 17-Aug-15

New Flyer Bus VIN Methodology

as per CFR Title 49 Transportation

PART 565 - VEHICLE IDENTIFICATION NUMBER (VIN) REQUIREMENTS

VIN Position	Digit Designation	Feature	Status	Notes	Latest Revised Items / Date
1		Destination City of Origin			
	2	CANADA	Active		
	5	USA	Active		
2, 3	FY	Manufacturer Identifier (always FY)	Active		
4		Propulsion System			
	B	Electric Batteries	Active		2-Aug-13
	C	Compressed Natural Gas	Active		
	D	Diesel	Active		
	E	Electric Trolley	Active		
	F	Fuel Cell	Active	Added for future use	4-Aug-15
	G	Compressed Natural Gas / Electric Hybrid	Inactive	Removed Not in our current product offering	2-Aug-13
	H	Diesel / Electric Hybrid	Active		
	L	Liquid Natural Gas	Inactive	Removed, Not in our current product offering	2-Aug-13
	M	Methanol	Inactive	Removed, Not in our current product offering	2-Aug-13
	U	Gasoline / Electric Hybrid	Inactive	Removed, Not in our current product offering	2-Aug-13
5		Bus Series			
	2		Inactive		1-Jun-08
	3		Inactive		2-Aug-13
	4		Inactive		2-Aug-13
	5		Inactive		19-Aug-14
	6		Inactive		2-Aug-13
	7		Inactive		2-Aug-13
	8	Xcelsior	Active		2010
	9	MiDi	Active		2-Aug-13
6		Body Type			
	A		Inactive		1-Jun-08
	B		Inactive		1-Jun-08
	C		Inactive		1-Jun-08
	D		Inactive		1-Jun-08
	E		Inactive		1-Jun-08
	F	40 Foot	Active		1-Jun-08
	G		Inactive		1-Jun-08
	H		Inactive		1-Jun-08
	I,O,Q,X,Z	Alpha characters not used	Inactive		
	J		Inactive		1-Jun-08
	K	35 Foot	Active		1-Jun-08
	L		Inactive		1-Jun-08
	M		Inactive		1-Jun-08
	N		Inactive		1-Jun-08
	P		Inactive		1-Jun-08
	R		Inactive		1-Jun-08
	S		Inactive		1-Jun-08
	T		Inactive		1-Jun-08
	U		Inactive		1-Jun-08
	V	30 Foot	Active		1-Jun-08

	W		Inactive		1-Jun-08
	Y	60 Foot	Active		1-Jun-08
7		Engine Type			
	A		Inactive		2-Aug-13
	B	Cummins ISL G 280 HP / 6 Cyl. / 8.9 litre / CNG	Active		1-Jun-08
	C	Cummins ISL G 320 HP / 6 Cyl. / 8.9 litre / CNG	Active		1-Jun-08
	D		Inactive		
	E		Inactive		
	F		Inactive		
	G		Inactive		
	H		Inactive		
	I,O,Q	Alpha characters not used	Inactive		
	J	Electric Drive	Active		
	K		Inactive		2-Aug-13
	L		Inactive		2-Aug-13
	M		Inactive		2-Aug-13
	N		Inactive		2-Aug-13
	P		Inactive		2-Aug-13
	R	Cummins ISB 280 HP / 6 Cyl. / 6.7 litre / Diesel	Active		
	S		Inactive		2-Aug-13
	T		Inactive		
	U	Cummins ISL 330 HP / 6 Cyl. / 8.9 litre / Diesel	Active		
	V	Cummins ISL 280 HP / 6 Cyl. / 8.9 litre / Diesel	Active		
	W		Inactive		2-Aug-13
	X		Inactive		2-Aug-13
	Y		Inactive		2-Aug-13
	Z		Inactive		2-Aug-13
8		Separate Spring Brake Release			
	0	Not Provided	Active		
	1	Provided	Active		
9	0-9 or X	Check Digit (auto generated)	Active		
10		Model Year			
	J-N,P,R-T,V-Y	1988 thru 2000	Inactive		
	I,O,Q,U,Z	Alpha characters not used	Inactive		
	Numeric 1 thru 9	2001 thru 2009	Inactive		
	A	2010	Inactive		
	B	2011	Inactive		
	C	2012	Inactive		
	D	2013	Inactive		
	E	2014	Active		2-Aug-13
	F	2015	Active		2-Aug-13
	G	2016	Active	Added for future use	4-Aug-15
	H	2017	Active	Added for future use	4-Aug-15
11		Final Assembly Location			
	A	Winnipeg, MB	Inactive		1-Jun-08
	B	St Cloud, MN	Active		
	C	Crookston, MN	Active		
	D		Inactive		1-Jun-08
	E		Inactive		1-Jun-08
	F	Anniston, AL	Active	Added for future use	19-Aug-14
	P		Inactive		
	U		Inactive		

From: Kerry Legg [mailto:Kerry_Legg@newflyer.com]
Sent: Wednesday, August 19, 2015 1:01 PM
To: Frenchik, Michael (NHTSA); Sachs, Coleman (NHTSA)
Cc: Chow, Jeanette (NHTSA); Zhao, Lixin (NHTSA); Yanduru, Lavanya CTR (NHTSA)
Subject: RE: New Flyer Buses 565 Submittals (Missing)

Michael,

As discussed last week, here is a revised VIN methodology in excel format for New Flyer, NABI, Optima, Ikarus and Bluebird.

Please note the new submission has removed reference to historical information on New Flyer model buses, and only lists those items which are currently active for production today. For historical information on VIN breakdowns for all buses manufactured by New Flyer prior to 2011, the document "VIN Breakdown By Position – Prior to 2011.pdf" must be referred to.

The spreadsheet tab's for NABI, Ikarus, Optima and BlueBird are all historical, and are based on what was provided to New Flyer by those manufactures.

You will note that the VIN methodology for the NABI model buses *does not* match the requirement criteria specified in the 49CFR 565 for VIN positions 4, 5, 6, 7 and 8. As a result, an additional listing of NABI VIN's is provided in a searchable format which outlines the model, and engine type information for each bus. Alternately, a simplified search for a specific bus VIN can be done by using the Model Year (10) and Sequence Build Number (15-16-17) (see highlighted column on the spreadsheet). It is those two features of the individual NABI VIN's which prevented any duplication during the time these buses were in production.

It was not until 2011 that New Flyer decided to apply "active" and "inactive " status conditions to the VIN position characters. Many of the options under propulsion systems (4), models (5), and engine (7) which still show in the 2011 VIN breakdown, had not been commercially available for many years.

Regarding your questions below which referred to the historical VIN information:

- For historical engine types (position 7) indicating engine which can operate on either diesel or natural gas, we refer to Propulsion System (position 4) which would indicate if the bus is diesel or CNG fueled. For the current listing, we have expanded the description for these engines to show fuel type, displacement and power ratings as requested.
- "Position 7 Type R Hybrid" is a historical reference for vehicles manufactured prior to 2004. During that time, there were many variants of fledgling hybrid technologies. Type R would have been only used for prototype and test buses. If a model went to market, then the engine type coupled to the hybrid system would have been identified.
- Engine type D (Cummins V-Drive) has been inactive for about 15 years. New Flyer Industries has not installed this engine type, and it is likely that a V-Drive has not been installed on a "Flyer" bus since the late 1980's. To my knowledge it has been "inactive" since then and was only active briefly in our VIN listings until the late 1990's because it was an available option under the previous company ownership. I have no information about the HP rating or displacement on that engine.

I do not have much in the way of reliably consistent information on the historical New Flyer installed engine models and types which are no longer commercially available. But New Flyer is open to

researching and providing information that is available to our customers and new owners of such older vehicles.

Please let me know if the attached information is sufficient for your needs. I will endeavor to ensure updates are sent to your department in the future when modifications occur to the Active/Inactive status of the New Flyer VIN methodology.

If you have additional questions or concerns, please let me know.

Please note: I will be visiting with WMATA and Ric Willard of the ODI later this week, but my schedule on this trip will be pretty tight.

I may not be available to meet in person on this trip, but would schedule it for the future, if you think it would be of value.

Kerry Legg

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